

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MILWAUKEE MITCHELL TOWER
5330 SOUTH HOWELL AVENUE
MILWAUKEE, WISCONSIN

ISSUED: January 31, 2007

EFFECTIVE: February 15, 2007

Milwaukee (Mitchell) Tower, Letter to Airmen No. 07-1
Subject: VFR Practice Approaches to Airports under
Milwaukee Approach Control's Jurisdiction.

CANCELLATION: February 15, 2009

Aircraft that will be conducting practice instrument approaches at General Mitchell International Airport, or the Lawrence J. Timmerman Airport, Milwaukee, WI, or the Kenosha Regional Airport, Kenosha, WI, and the Waukesha County Airport, Waukesha, WI, shall be provided standard separation between VFR aircraft practicing instrument approaches and IFR aircraft. This service will be provided by Milwaukee Approach Control.

Radar vectors will be provided on a workload permitting basis for VFR practice approaches to West Bend Municipal Airport, West Bend, WI, Hartford Municipal Airport, Hartford, WI, John H. Batten, Racine, WI, East Troy Municipal Airport, East Troy, WI, Burlington Municipal Airport, Burlington, WI, and the Grand Geneva Resort Airport, Lake Geneva, WI. Standard radar separation will not be provided from other IFR or VFR traffic. Traffic advisories will be provided on known or observed traffic until the aircraft is advised to change to the appropriate unicom frequency.

Pilots requesting a VFR practice instrument approach to any of the above mentioned airports will be expected to advise Milwaukee Approach Control how they intend to terminate the approach (e.g. full-stop landing, touch-and-go, or low approach). Pilots may expect to receive a clearance with the following phraseology:

“(Aircraft identification), MAINTAIN VFR, PRACTICE APPROACH APPROVED, NO SEPARATION SERVICES PROVIDED”.

These procedures have been developed in consideration of the limitations of radar and radio coverage within the Milwaukee Approach Control airspace and the workload of Air Traffic Controllers.

At times, due to traffic conditions or other circumstances, it may be necessary for the controller to withhold or deny approval for practice approaches.

It must be clearly understood, however, that even though the controller may be providing separation, pilots are required to comply with basic Visual Flight Rules (FAR 91.105). Application of air traffic control procedures or any action taken by the controller to avoid traffic conflicts does not relieve pilots of their responsibility to see and avoid other traffic while operating in VFR conditions and to maintain appropriate terrain and obstruction clearance.

APPROACH CONTROL FREQUENCIES 128.7 120.15

Wanda L. Adelman
Air Traffic Manager, Milwaukee ATCT